

CLASSIFICATION **SECRET**

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|---------------------------------|-----------------------------|-------------------------|-------------------------|
| COUNTRY | East Germany | REPORT | 25X1 |
| TOPIC | Oranienburg Airfield | | |
| EVALUATION | | PLACE OBTAINED | |
| DATE OF CONTENT | | | 25X1 |
| DATE OBTAINED | | DATE PREPARED | 16 February 1955 |
| REFERENCES | | | 25X1 |
| PAGES | 3 | ENCLOSURES (NO. & TYPE) | |
| REMARKS | | | |
| This is UNEVALUATED Information | | | |

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1. It was learned that a large and still unidentified sum for construction work at Werneuchen airfield was allotted in December 1954 in addition to expenses for other construction projects. Werneuchen airfield, previously under the supervision of the Special Construction Bureau (SBB) Frankfurt/Oder, was taken over by the SBB Eberswalde in January 1955.¹

2. [REDACTED]
The occupation of the restricted area was apparently unchanged. Only on 13 January at about 1100, a rear detail of the unit of Lieutenant Colonel Maresov (fmu) left Werneuchen on truck [REDACTED] under the command of Lieutenant Trofimshuk (fmu). 25X1 The personnel of Unit Maresov wore black-bordered blue epaulets. The rear detail had previously been quartered in building No 38 (formerly No 43) which was now converted into a hospital. The following buildings were to be turned over on 21 and 25 January 1955:

On 21 January: Building No 13 with 26 apartments for 56 officers' families. Building No 21 which was scheduled to house a clothing depot and workshops for shoemakers and tailors.

On 25 January: Building No 29, the former Hans Schemm School, including EM quarters, kitchen and cellar rooms. Building No 39 which was scheduled to house a ration supply depot.

All other construction projects were to be completed by late January and February 1955.²

3. [REDACTED] at Oranienburg airfield between 23 December 1954 and 28 January 1955. The installation of runway lights was started. The lamps were about 60 meters apart on both sides of the runway. They were connected by a cable to the transformer house at Velten Bridge. Five red lamps, about 100 meters apart, were located on the western side of the southern end of the runway and 2 red lamps at the eastern side of the same end. An individual red lamp was installed on an iron pedestal 2.5 meters high in the southern extension of the [REDACTED] the fence. ILLEGIB
[REDACTED]allation work was completed. ILLEGIB
There was very little air activity on some days. Usually only 2 or 3 biplanes were seen flying in the vicinity of the field. The entire air activity on any of the days lasted about 1 hour. About 10 biplanes were estimated to be at the field. The total aircraft strength could not be determined because the hangar was opened only slightly so that just one Pe-2 could be pushed into the open. The hangar was guarded by sentries.

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SECRET/ [REDACTED]

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[REDACTED] 25X1

4. Fuel dump

In early January, 2 lamps were suspended from masts near the fuel dump. These lamps illuminated the installation at night. The large fuel containers had not yet been filled. Fuel required for the current air activity was transferred from the railroad tank car into the tank trucks.³

5. Weisse Stadt restricted area

The artillery unit which was quartered in 14 quartering buildings in Weisse Stadt was to transfer to Vogelsang in 6 to 8 weeks. The vacated buildings were to be occupied by the air force personnel, who, [REDACTED]

[REDACTED] were expected to arrive from the USSR.

[REDACTED] the field was to be occupied by bombers [REDACTED]

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The total strength of air force personnel in Weisse Stadt still amounted to 300. [REDACTED]

The commanding officer still was Colonel Zukanov (fmu) and the supply officer Major Koslov (fmu); the air force troops in Weisse Stadt maintained connection with the units at Werneuchen, Bernau and Eberswalde; trips to the individual units in these locations were repeatedly made by the supply officer and supply sergeant; the 4 units in Weisse Stadt were serviced by one supply agency; the cooks of the 4 units were exchanged every month; bread was shipped from Oranienburg to Bernau, Werneuchen and Eberswalde; clothing arrived from Eberswalde.²

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1. Comments: [REDACTED] on intended construction work at Werneuchen airfield, presumably expansion work on the northern fuel dump. [REDACTED]

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2. Comments: [REDACTED], the following units presumably are quartered in Weisse Stadt:

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- a. Air force construction unit. Officers: Lieutenant Colonel Marezov, Major Yegoryev; transferred to the Wildpark-West Kaserne in early December 1954 and

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- b. [REDACTED] Personnel: about 26 officers including Lieutenant EM. The unit arrived in Weisse Stadt in April/May 1954, allegedly coming from Wittstock. The unit possibly is a Po-2 training detail of the Northern Ftr Corps.

- c. 2nd Air Force Unit. Personnel strengths: about 100 officers and EM including Captain Ilyashuk (fmu). The unit arrived in Weisse Stadt on 20 May 1954 and came from an unknown location. This possibly is the advance detail of a flying unit.

- d. 3rd Air Force Unit. Personnel strengths: about 300 men including Lieutenant Colonel Kirchkhukhin and Major Koslov. The soldiers were not familiar with German money or the German language. The unit arrived in Weisse Stadt between 24 May and 8 June 1954 and came from an unknown location. A large number of trucks and tank trucks are assigned to the unit. It is possible that it is the OATB of an expected air unit since many quarters have been assigned to the unit for use in the near future.

- e. Army units.

- (1) AT unit with officer Barakov (fmu)
- (2) Signal battalion with officers Shurakov (fmu), later Taroyevich (fmu)
- (3) Engineer battalion with officer Zimakin (fmu)
- (4) Reconnaissance battalion with officer Sherback (fmu)
- (5) AA battalion
- (6) Topographic section with officer Kuleshov (fmu)

SECRET/ [REDACTED]

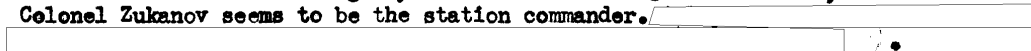
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All of the battalions allegedly have a total strength of about 1,000 men.
Colonel Zukanov seems to be the station commander.



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